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TO BE THE BEST BRAND IN THE HONGKONG  
MARKET.

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

### BIRTHS.

At Sassoon's Villa, Hongkong, on the 3rd De-  
cember, the wife of JAMES WALKER, of a son.

On the 28th November, 1900, at Pootung,  
Shanghai, the wife of PETER MUNGALL, of a  
daughter.

### DEATH.

On the 29th November, 1900, at 4, Makalee  
Terrace, Shanghai, CLAUDE MARION, infant daugh-  
ter of William Basing, Chinese Customs Service,  
aged 21 months and 19 days.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 4th, 1900

The letter from our correspondent "X," which appears in another column, calls attention once more to the case of KING LIEN-SHAN, which excited considerable interest here last February and March. It will be remembered that several letters and articles appeared in the local Press, commenting on the action of the Portuguese authorities at Macao, and that in consequence the Portuguese Consul-General, Senhor A. G. ROMANO, made a statement to a representative of this paper. Senhor ROMANO then pointed out that King LIEN-SHAN was only detained at Monte Fort, not in jail; that he had only to await the arrival of instructions from Lisbon and the arrival of documents from the Chinese authorities supporting the charge of embezzlement; and that if it should appear that the charge was trumped up to enable the Chinese Government to get possession of the person of a Reformer, King would be liberated. But as our correspondent says, the ordinary period of detention passed; months passed, and the prisoner still remained. Governor GALHARDO went away and left him in prison. In the interval between his departure and the arrival of the new Governor at Macao, the case got out of the court, and the tribunal's report was submitted to the Council temporarily governing, which did not see fit to release King and so referred the case and all the documents to Lisbon. Then Senhor HORTA e COSTA arrived in Macao; but King still remains at Monte Fort. Now it is not alleged that he suffers any hardships apart from such as are inevitable in the detention of an old man, infirm in health, in confinement and away from his family. But the

case has dragged on for nearly ten months now, and the sympathy of foreign residents in China, "and indeed," as our correspondent writes, "of all friends of justice," cannot be withheld from the unfortunate prisoner, who is known to be obnoxious to the reactionary party of China for reasons far other than his alleged offence at Shanghai. The Portuguese Government, we feel convinced, is unaware of the injustice which it is committing; but the wrong to King LIEN-SHAN is all the same as if it were done wittingly. A decision in this long drawn-out case would give general satisfaction, and the Governor of Macao has a chance of doing a service both to Macao and to the mother-country if any action of his should hasten the event.

Last week there was reported, beside the two fatal plague cases, only one case of communicable disease, viz. one of enteric fever in the City of Victoria. This proved fatal.

The P. & O. steamer *Beugal* left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English Mails, and is due here on the 9th inst. at about 1 p.m.

The return of the number of visitors to the City Hall Library and Museum shows that the former institution was visited by 441 non-Chinese and 126 Chinese, the latter by 194 non-Chinese and 2,228 Chinese.

The Bengal Lancers who were wintering up north, as we quoted in yesterday's issue from the P. & T. Times, are the single squadron left behind when the other two squadrons returned to Hongkong last month.

We received yesterday evening from Mr. Rousaville Wildman, U.S. Consul-General, the following typhoon warning, issued from Manila Observatory at 4 p.m. that day:—"Probably depression in China Sea S.W. of Manila between 4th and 14th parallels."

The annual meeting of the International Cotton Manufacturing Co. was held at Shanghai on Thursday last. The serious financial position of the Company was the subject of some discussion, and the question of the management was animatedly discussed by some shareholders.

At the offices of the Public Works Department yesterday Mr. G. J. W. King offered for competition Kowloon Island Lot No. 1,112, situate at Ma-Tau-Kok. The lot comprised 5,000 square feet. The upset was \$300 and the price realised was \$320, the purchasers being the Naval Yard contractors, who bought the lot as a site for an overseer's bungalow.

The Mother Superior of the Italian Convent begs to acknowledge with thanks the receipt of the following sums for the extension of the Convent and other necessities for the coming winter:—  
Aug. J. do Rosario ..... \$100.00  
Sir John Carrington ..... 25.00  
E. Niedhardt ..... 6.00  
A Friend ..... 5.00

Another performance of *Our Flax* was given in the Theatre Royal last night by the Amateur Dramatic Company. There was again a good attendance, Lady Blake and the Maharajah of Bikanir being among those present. The performance was in every way as successful as the preceding ones, the rounds of applause and roars of laughter being frequent. The proceeds on this occasion are to be given to the Italian Convent extension fund.

The first foreign paper in Peking is to be called the *China Times*. The manager will be Mr. J. Cowen and the editor Mr. T. Cowen, founder of the *Manila Times*, and formerly connected with the *Hongkong Telegraph*, *China Mail* (not the *Daily Press*, as stated by the *Japan Mail*), *Kobe Chronicle*, and *Japan Times*. He also acted as special correspondent of *The Times* during the China-Japan War, and as special correspondent of the *London Daily News* and *Reuter's Agency* at other times. The new journal will be printed in seven languages, Chinese, Japanese, English, French, German, Russian, and Italian. The price will be \$10 per annum.

It appears that the paragraph in our Shanghai telegram which appeared in last Friday's issue about Hui Ta-pu, the recently promoted Manchurian President of the Board of Rites, should have read as follows:—"Hui Ta-pu is reported dead while proceeding to Hainan." The death is stated in a Taiyuanfu telegram to Shanghai to have occurred on the 25th ult. in a small town in Shanai. Hui Ta-pu was going to Hainan to take up his new post. It was Hui Ta-pu who tried to prevent a reform memorial of one of his secretaries, Wang Chao, from getting to the Emperor in 1898, and was cashiered for his pains. Hui Ta-pu and Kang Yi, by their exertions, enabled the coup d'état to be so swift and successful.

In *Der Ostasiatische Lloyd* Herr Franz Woss advocates the transformation of Peking into a sea-port. This he claims would be inexpensive and of great utility. His proposal is to straighten the winding course of the Peiho, which has gradually silted up all the way, as well as at the mouth; and to construct a suitable canal between Tongku and Peking in place of the four pieces of canal already existing, which communicate with the Peiho but not with one another, necessitating numerous transshipments. Once regulate the course of the Peiho, making the stream straighter, swifter, and deeper, clear away the bar at the mouth, and you can at once with a well-made canal get junks and gunboats up to Peking. Herr Woss estimates the cost as follows:—\$1,000,000 for the canal; \$1,500,000 to regulate the Peiho; \$1,500,000 on the improvement of Tongku—in all \$4,000,000.

It is reported from Yokohama that a Chinese merchant of that port exported Japanese gold coin amounting to 50,000 yen to Hongkong by the German mail steamer *Stuttgart*, which arrived here on the 27th ult.

The French Red Cross Hospital has been established within the compound of the Soishun Ladies' Seminary at Southern Bluff, Nagasaki. The wounded and invalided soldiers in the hospital at present number 136 in all.

The rat-market in Kobe is booming. Since the price paid by the City authorities has been raised 2 to 5 sen per head, the number of rats purchased has amounted—in three weeks—to 15,327, against 25,027 purchased between the 27th July and the 23rd October.

Mr. Julian T. B. Arnold, second son of Sir Edwin Arnold, sailed from New York for Europe a prisoner on the Cunard liner *Umbria* on October 27th. Mr. Arnold, who is a solicitor, is charged with the embezzlement of large sums of money in London early in this year.

A Japanese contemporary says that the actions of Field-Marshal Waldersee are causing dissatisfaction among the staff-officers of the allied forces. He plans everything in concert with his own officers, while the staff-officers of the other Powers are not consulted.

It is reported from Sasebo that fraudulent transactions have occurred in the Shipbuilding Department of the Japanese Admiralty there, in consequence of which five merchants who have been supplying materials to the Department were arrested on suspicion by the police and handed over to the Naval authorities. It is reported that the amount of money involved is very considerable.

The ice season being now about to set in, the Nippon Yusen Kaisha closed its steamship service on the Newchwang line on the 31st October, and therefore the steamer which left for that port from Kobe on the 28th ult. will be stopped at Choofo. The service on the Vladivostok line will be closed with the steamer *Yamashiro Maru*, which is to leave Kobe on the 12th inst.

Two Wuchang despatches to Shanghai appear in the N.C. Daily News of the 30th ult. The first states that Viceroy Chang Chih-tang received recently a despatch from a Foreign Consul in Hankow stating that the latter had received a telegram from a Kansu missionary reporting that a large portion of General Tung Fashang's army, numbering nearly 10,000 men, had left Shensi and entered Kansu province to join hands with the forces of Prince Tuan, raised on the Ninghsia-Mongolian borders, whose avowed object is to rebel against the Emperor. The Consul therefore requested the Viceroy to telegraph to Hsian asking the Government to instruct the local and military authorities of Kansu province to give protection and assistance to any missionary, or foreigner in want of help there. Viceroy Chang sent his telegram to Hsian the same day. According to the other despatch, Chang Chih-tang received a telegram from Governor Yen of Shensi asking the former to send, with all haste eight quick-firing guns to Hsian, as there was urgent need of them. The guns in question were sent the next day.

A report from the Japanese Commercial Agent at Vladivostok says that the intention of the Russian Government to increase the import duties, in order to make provision for the expenses of the war, has been known for some time, but steps to put the new rates into operation have only recently been taken. The articles affected are spirituous liquors, cakes and tobacco, on which an extra tax of 50 per cent. is imposed. The Consul says that with the exception of small dealings in Japanese sake, the Japanese merchants are very little concerned in these increases. But if the new tariff contemplated for goods entering the Amur district be put into operation from the beginning of 1901, 80 or 90 per cent. of the Japanese manufactured goods imported into that district will be affected. Especially if the revised tariff now in operation in European Russia be increased by from 10 to 50 per cent. and applied to the Amur region, Japanese trade with Russia will feel the change greatly. There is some talk, however, that the new tariff will not be enforced at Vladivostok until next August, which, according to general opinion, would be a wise postponement; but the truth as to this is impossible to ascertain.

As a mark of respect to the memory of the late Honourable John Sherman, formerly Secretary of State of the United States, who died on the 22nd October, the American flag was hoisted half-mast yesterday at the U.S. Consulate. In a proclamation issued by him President McKinley says:—"In the fullness of years and honours John Sherman, lately Secretary of State, has passed away. Few among our citizens have risen to greater or more deserved eminence in the national councils than he. The story of his public life and services is as it were the history of the country for half a century. In the Congress of the United States he ranked among the foremost in the house, and later in the Senate. He was twice a member of the Executive Cabinet, first as Secretary of the Treasury, and afterwards as Secretary of State. Whether in debate during the dark hours of our Civil War or as the director of the country's finances during the period of rehabilitation or as a trusted councillor in framing the nation's laws for over 40 years, or as the exponent of its foreign policy, his course was ever marked by devotion to the best interests of his beloved land, and by able and conscientious effort to uphold its dignity and honour. His countrymen will long revere his memory, and see in him a type of the uprightness and the ideal that go to moulding and strengthening a nation."

A correspondent of the *Yimin* says that Russia is increasing her military strength in Korea, and that she is now engaged constructing a fort at Masampo, the work being pushed on with all possible rapidity.

The action brought by Mr. Shigeta, exchange broker, against Mr. Hiramama Sensei, the Yokohama millionaire, charging him with fraudulently obtaining a promissory note, has been dismissed by the Yokohama Chihlo Saibansho on the ground of insufficient evidence.

The following appointments have been made at the Admiralty:—Captain F. S. Ingfield, to the *Glory*, to date November 1; Naval Instructor F. M. Broadbent, M.A., to the *Glory*, to date November 1. The *Glory* was commissioned at Portsmouth on the 1st ult. for service in China.

Unless the Russian authorities interfere to prevent, the fuel problem at Nome has been solved by the discovery on the Siberian coast of large ledges of bituminous coal. Two hundred tons of it were landed at Nome on September 10th, just after the last severe storm there. It was quickly bought up at \$60 a ton, and will aid materially in keeping the miners there warm this winter.

The *Chugai Shogyo Shimpo*, a Japanese vernacular journal, published a telegram from Shanghai, dated Nov. 22nd, in which it was stated that the Russian Government had addressed a telegraphic message to Li Hung-chang through the Chinese Minister to St. Petersburg, informing him that Russia intended to establish a Russian Administrative Office in Manchuria and to place the district under Russian suzerainty.

A London cablegram states that the steamer *Ewa*, which left Portland on October 6th for Vladivostok and Hongkong, has been lost at sea. The *Ewa* had aboard 25,000 barrels of flour, valued at \$146,200, and the vessel was worth close on \$200,000. Whether her crew was saved or not is not known as yet. The *Ewa* was a new vessel, having been built in 1898. She was formerly the *Waddon* and registered 3,229 tons gross, and 2,088 tons net. She was rated as one of the best vessels plying on the Pacific.

A Kobe telegram to the N.C. Daily News, dated the 28th ult., announces the death there from typhoid of Mr. A. C. Sim, long one of the most prominent foreign residents in Kobe. A Scot by descent, he was by occupation a chemist, but he was also prominent in athletic exercises, and a well-known member of the local fire-brigade. Also, to quote our contemporary, "he built yachts and steam-launches and sailed them in all sorts of weather, he was the right hand of Kobe whenever a typhoon struck it, he took contracts for refitting ships when they were stranded, and he refitted them."

A company floated with a view to developing the petroleum industry of Japan was registered on the 15th ult. The approved capital of the concern is 10,000,000 yen, which is contributed by six gentlemen only. Mr. J. W. Copmann, the agent for the Standard Oil Company at Yokohama, holds 3,780,000 yen; Messrs. J. H. Hartig, N. M. Dun, and Kusunoto each 5,000 yen; Mr. Otani Kahai 150,000 yen; and Mr. Magoshi Kyohai 50,000 yen. The Directors of the Company are Messrs. J. W. Copmann, N. Edwin Dun, and Otani Kahai, and the auditors Messrs. Magoshi Kyohai and J. F. Leuder.

## THE RECENT TYPHOON.

### THE RELIEF OF THE SUFFERERS.

Yesterday at noon a meeting convened by His Excellency the Governor (Sir Henry Blake, G.C.M.G.) was held in the City Hall for the purpose of taking such measures as might be deemed necessary for the relief of the sufferers from the recent typhoon. His Excellency presided and was supported by Sir John Carrington, C.M.G. (Chief Justice), Sir Thomas Jackson, Viscount Burdette, the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), and the Hon. J. J. Kewick. There were also present Lady Blake, their Highnesses the Maharajahs Scindia of Gwalior and of Bikanir, the Bishop of Victoria (Dr. Hoare) the Rev. R. F. Cobbold, the Hon. R. M. Gray, the Hon. Dr. Ho Kai, the Hon. Wei A Yuk, Dr. P. Clark, Messrs. E. Osborne, R. G. Shawan, H. N. Mody, P. Jordan, Fung Wah Chuen, Ho Fook, Lo Kin-ying, Li Pak, Li Yau Tsun, Lee Wan Kong, Lee Yau Tsun, Lee Chi Pak, Au Yen Tin, Ho Lai Shang, Leung Pui Chi, and others.

His Excellency said:—Your Highnesses, ladies and gentlemen: I have asked you to meet me here to-day for the purpose of considering what measures shall be taken to alleviate the distress caused by the typhoon of the 10th November. We all remember with what equanimity one saw the typhoon come hoisted on the 8th November, and even when the red ball was changed to black and the cone was changed to a drum people went about their business quite satisfied that one would have nothing more than perhaps a severe gale. The fishing boats left the harbour, and on looking out on the evening of the 9th I saw that while the black cone was hoisted still the junks were moored in their usual places off Yamai and Mong-kok-tai, and not collected in the shelters, as they would have been in the previous month after a similar warning. The fact was that nobody believed that we were going to have a bad typhoon in November. But as the evening closed in and the night wore on we realised that a fierce typhoon had set in its grip, and at daybreak next morning the minute guns of Her Majesty's ship *Sandwich* were their tale of distress and were gallantly responded to by Her Majesty's ship *Orion*, which, ably handled by Commander Wilkes, saved the crew of the *Sandwich* with the exception of one unfortunate man, only a few minutes before she sank at her moorings (applause)—and the waves surging right up to and over the Kowloon godowns showed in what a furious sea the fleet of junks, hidden by the blanket of mist, were straining. When the typhoon was passed and junks could live, I went over that Yau-mai shore and I shall never forget the scene of desolation that met my gaze. A mass of

debris, consisting of shattered launches, junks, and boats, lined the shore. In that one night 20 launches and over 200 junks and boats were shattered, while shore houses were blown down and masts utterly demolished. In that night in this harbour the police returns collected a few days afterwards showed that between 80 and 100 lives were lost, but that was not the full tale, for the Captain of one of the Canton boats saw sunk close by on the other side of Stoncutter's Island two junks with 20 people on board, not a soul of whom was saved nor have their bodies been recovered. That night was not without its gallant deeds there, and among those gallant deeds, never was a case in which a hero met death more bravely than the Naval Yard Policeman Duncan, who, seeing two Chinese women in a sampan, which was being dashed against the wall of the Torpedo Depot at Kowloon, jumped into the sampan and in a vain attempt to save them perished with them. Immediately after my return from Yamai I sent to the Chairman of the Tung Wah Hospital to ask what could be done to discover the people who had suffered through the loss of their boats, and I found that the Directors of the Tung Wah Hospital had already started on their errand of mercy two launches to assist the distressed and to recover the bodies of the drowned (Applause). I asked these gentlemen to find out for me before we attempted to solicit subscriptions what actually had taken place, the people who really were in distress and the number of boats that were lost. I believe they have done this and that Mr. Lo Kin-ting has at the present moment that list in his possession. It therefore remains for us to arrange to assist in relieving the distress of these poor people. I knew there would be no difficulty about the matter, for the European public of Hongkong are always generous in subscribing, and I am sure they will be equally generous in subscribing to alleviate the distress of the people who have suffered in our own colony (Applause).

Outside the immediate vicinity of the harbour of Victoria I find on enquiry that many lives and boats have been lost. I went down to Lantau, and I found that the day before the typhoon a fishing fleet of 17 junks with 87 souls on board left Tai-Ho, on the South of Lantau, and that of that number not one returned. Six people from a village to the east of Tai-Ho were lost and 17 junks and boats destroyed. At Mira Bay at San-Tau-Kok, which I visited a few days ago, three people were drowned, and in a village close to Tai-Ho 33 boats were entirely destroyed. In a fishing population the destruction of a man's boat means the destruction of his home, and there must be considerable distress which I have no doubt will be met and alleviated in a very short time by the subscriptions that I ask you and the public of Hongkong to give. I know that the Chinese community are always ready to help their people. No people on earth are more ready as far as I have seen. Up to the present they have seen that no person has died of starvation or felt any great want. To enable these people to replace their junks and boats we shall require about five or twenty thousand dollars. That is not a large sum, and I have no doubt it will be readily subscribed. I have pleasure in telling you that their Highnesses the Maharajahs Scindia of Gwalior and of Bikanir, who have done me the honour of coming here to-day, have each generously subscribed \$25. (Applause). Now I have nothing more to say but to propose that the following gentlemen shall collect for this fund, namely, Mr. Stewart Lockhart, Mr. Chater, Mr. Kewick, Sir Thomas Jackson, Mr. Fung Wah Chuen, Mr. Ho Fook, and Mr. Lo Kin-ting. I am sure that amongst these gentlemen the collections will be very readily taken up. I have not asked Mr. Kewick, but I have no doubt he will respond to my suggestion. (Mr. Kewick nodded assent) to form one of this body of gentlemen, because Mr. Kewick is always ready and willing to come forward when there is a good work to be done. (Applause). If these gentlemen will kindly undertake to collect the information which is now in the possession of Mr. Lo Kin-ting can be laid before them, and they can decide on the amount of money to be given in each case.

Sir John Carrington, in seconding the proposition, said:—He was quite sure that, without going into detail in this matter again, they all sympathised very much with the Chinese floating population, especially, who had suffered in this great disaster. He believed that at his Excellency's suggestion the community of Hongkong, both Chinese and European, would have great pleasure in coming to their aid. The only suggestion he had to make was that although the European gentlemen on the committee would not be in a position to know the right appropriation of the fund raised, still it would be much better to lay the responsibility on the whole of the committee, the European gentlemen acting in concert with the Chinese gentlemen, who no doubt would enlighten them as to the right appropriation. He supposed it was not contemplated that there should be any other public meeting or committee appointed. This committee, he understood, would be charged with the collection of the fund and also with the distribution of the fund when it had been collected.

The motion was put and carried.  
His Excellency—I thank you very much for your attendance here to-day. I have no doubt whatever that in a very few days the amount which is necessary will be subscribed.

The Hon. Dr. Ho Kai, in proposing a vote of thanks to His Excellency for taking the matter up on behalf of the Chinese, said:—The Chinese, present would appreciate the very great sympathy and kindness His Excellency had shown towards the sufferers from the typhoon, and he was sure that the Chinese would co-operate with the greatest heartiness in collecting subscriptions. They had already had a few thousand—\$7,000—promised (applause) and he was sure that when it was generally known that the European community had taken such a hearty sympathy in the matter the subscriptions from the Chinese would come in rapidly.

His Excellency expressed his thanks for the compliment paid him and the proceedings terminated.  
The German sailing ship *Flottbeck*, reports the *Japan Herald*, arrived in Yokohama harbour safely on the afternoon of the 16th ult., having loaded off Fujiki after the removal of 360 tons of cargo. It seems the monster gale of 10th Nov. did not touch the ship, and was beating up with light wind when she missed stays, and the tide drifted her on to Fujiki-aki. This mishap does not exhaust the story of the *Flottbeck's* ill-luck. While in the China Sea she had to battle with a typhoon for 48 hours. The carpenter was washed overboard and the second mate blown off the yard and killed. The same paper reports that the British four-masted sailing ship *Amsterdam* was down the bay and had been trying to get up for the past week, but had been prevented by the wind. This vessel, when first built was the biggest ship in England. Some years ago she was towed into Hongkong with three of her masts blown down.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 3rd December, 8.10 p.m.

## THE NEGOTIATORS' CREDENTIALS.

A native telegram from Peking states that the Foreign Ministers and Chinese peace negotiators met to-day to examine one another's credentials.

## SEYMOUR'S SUCCESSFUL VISIT.

Admiral Seymour returned here to-day. He is satisfied with the result of his visit to the Viceroy.

## FOREIGNERS HONOUR THE EMPRESS DOWAGER.

All the foreign warships on the Yangtze dressed ship and fired salutes in honour of the Empress Dowager's birthday.

## THE WAR IN SOUTH AFRICA.

LONDON, 2nd December, 7.5 p.m.

## OPERATIONS AGAINST DE WET.

Lord Kitchener reports heavy fighting in the Orange River Colony. General Knox pursuing De Wet. General Suttle has defeated Harzog, who was trying to join De Wet.

## PAGET SUCCESSFUL.

General Paget successfully engaged Commandants Vrijen and Erasmus at Bietfontein.

## GENERAL NEWS.

LONDON, 2nd December, 7.5 p.m.

## THE NICARAGUAN CANAL.

Nicaragua has granted the United States the necessary rights and privileges for the construction of the isthmian canal, including the free use of the San Juan River and Lake Managua.

## LOCAL MOVEMENTS.

Yesterday the British transports *Lalpoora* and *Wyndol* arrived from Taku and Weihaiwei respectively.

## FOOTBALL.

N.E.C.F. v. S.H.C. COY. B.A.

EASTERN DIVISION.

Played at Happy Valley yesterday afternoon, in fine weather. The teams were—  
Hongkong: Goal—W. H. Howard; backs—C. T. Kew and W. H. Russell; half-backs—S. Jenkins, G. Bonnar, and A. Porter; forwards—L. Swettenham, R. A. Clapham, R. G. A. Noble, J. J. Whit, and L. Brown, R. E.  
R.A.: Goal—Parsons; backs—Wilkins and Spence; half-backs—Getten, Mullis, and Gurney; forwards—Lieut. Lewis, French, Gartland, Hare, and Chapman.

Hongkong kicked off, and after a series of encounters in mid-field, the ball was manoeuvred up to Howard's charge, an unproductive corner resulting. Swettenham captured the ball and was passed from one to another of the forwards and finally relinquished to Parsons, who shot. Wilkins saved, and Wild, who recaptured, sent the ball to the outside of Parsons' goal. The six yards kick saw the leather taken charge of by Bonnar, who, after a plucky run up-field, lost to Mullis. Jenkins, who was playing a strong game, blocked a spurt by the R.A. forwards, and passed to Swettenham, who in turn gave the ball to Clapham. The latter, however, failed to keep the ball in play, and the ball was sent out by Gurney. Swettenham and Clapham were giving a good exhibition of combined play, and were to be envied by each other. Jenkins and Bonnar, right and centre halves respectively, and Kew, full right back, also put in some telling work, and their defence could not be easily surpassed. The R.A. were the weaker team all round, although Wilkins and Spence did a great deal to retrieve that inferiority. Hongkong, almost throughout the entire game, kept the ball in their opponents' territory, and sent in some neat shots, that Parsons just as cleverly returned. Brown blocked three corners, two in succession. On every occasion he topped the net. Half-time arrived without either team having scored, but in the second half, continuing their aggressive tactics, Hongkong succeeded in ending Parsons' no less than three times—Noble being responsible for two goals and Bonnar for one. The game, by no means the best that Happy Valley has seen, thus ended in a win for Hongkong by three goals to nil.

In H. E. Graham's absence, Howard played for the first half and Porter in the second.

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Wakana Maru* (European Line) left Singapore for this port on the 1st inst., and is expected to arrive here on the 5th inst.

The P. & O. steamer *Beugal* left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English Mails, and is due here on the 9th inst. at about 1 p.m.



# TEAL PINKS

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

ESTABLISHED 1880.

RESERVE FUND.....	8,190.00
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**BRANCHES AND AGENCIES.**

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
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**LONDON BANKERS:**  
**THE LONDON JOINT STOCK BANK, LIMITED**  
**PAER'S BANK, LIMITED.**  
**THE UNION BANK OF LONDON, LIMITED**

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**HONGKONG—INTEREST ALLOWED.**  
 On Current Account at the rate of 2 per cent  
 per annum on the daily balance.  
 On fixed deposits for 12 months. 5% per annum

"	"	"	6	"	"
"	"	"	3	"	"

**T. & C. HONGKONG**

Manager,  
Hongkong, 21st November, 1900.

THE  
DEUTSCH-ASIATISCHE BANK.  
PAID-UP CAPITAL..... Sh. Tails 5,000,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.  
BRANCHES:

**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons

UNION BANK OF LONDON, LTD.  
 DEUTSCHE BANK (BERLIN), LONDON AGENT  
 DIRECTION DER DISCOUNT GESELLSCHAFT  
 INTEREST allowed on Current Accounts  
 DEPOSITS received on terms which may  
 be learned on application. Every description  
 of Banking and Exchange business transacted.

H. SCHOTTLAENDER  
Acting Manager  
Hongkong, 8th February, 1900.  
THE CHARTERED BANK OF INDIA

**1 AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 18  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....	£800,000
RESERVE LIABILITY OF SHARE- HOLDERS .....	£800,000
RESERVE FUND.....	£525,000

INTEREST allowed on Current Account  
the rate of 2<sup>1</sup>/<sub>2</sub> per annum on the Daily balance  
On Fixed Deposits for 12 months 4 per cent

19	"	"	6	"	34	19
19	"	"	3	"	21	19

T. P. COCHRANE

J. P. COCHRANE,  
 Manager, Hongkong  
 Hongkong, 15th October, 1900.

**AUTOMATIC MAUSE  
 PISTOLS.**

CALIBRE 7.63 m.m.  
 With CHAMBER for 10 CARTRIDGE  
 FIRING 10 SHOTS in 2 SECONDS.  
 SIEMSEN & CO.  
 Hongkong, 3rd October, 1900.

1947

AMERICA'S  
FAMOUS



LIGHT  
-BEER.

**SOLE AGENTS for Hongkong, China and  
Philippine Islands—  
ARRATON V. APCAR & CO.**

Hongkong, 11th July, 1960.

WE HAVE A LARGE STOCK OF  
NEW GOODS.  
IN PLenty  
IN HAND.  
E CURIOS.

10-10-68

**JAPANESE**  
**D. NOMA,**  
12, Beaconsfield Arcade,  
Opposite the City Hall,  
Hongkong  
Hongkong, 27th April, 1940.



**SEAMAN & CO.,**  
SOLE AGENTS FOR

**Sole Agents for  
MINECHI COAL.**

For particulars apply to the Office at No. 3  
Kaigan-dori, Nichome, KOBE,  
or  
No. 17 Sanbashi-dori, Maizuru.

and at  
**WAKAMATSU.**  
Also at  
**NEWCHWANG, PORT ARTHUR and TALIWAN**  
in **CHINA**  
**NOTICE.**  
**I HAVE THE Day appointed as Agents for**  
**the Imperial Coal**

MESSRS. SEAMAN & CO.,  
 of  
 No. 97, Kaigan-dori, Ni-chome, KOBÉ;  
 No. 17, Sambaishi-dori, MOJI, and WAKA  
 MATSU.

**NEWCEWANG, POET ARTHUR and TALLEN**  
**J. KURAUCHI,**  
 Owner of the Minechi Coal Mine, Moji  
 Kobe 21st November 1900

1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 26

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HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
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and Commission Agent.

HUGHES & HOUGH,  
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THIS SPACE IS RESERVED  
FOR THE

## WESTERN HOTEL.

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The only office in China having European  
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SPERRY FLOUR COMPANY,  
Proprietors of the following Celebrated  
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"Anchor," &c.  
WILLIAM WHILEY, Manager.

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A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
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Provision and General Merchants.

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KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
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MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hilo.

WAH LOONG,  
Gold and Silversmith, Silk Dresses, Crêpe  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Human Hair, Pear-  
lware, 89, Queen's Road Central.

## THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING  
COMPANY, Head office, 82A, Queen's  
Road Central. Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

## MERCANTILE AGENT

WOODS & CO.,  
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European Export Houses.

## PHOTOGRAPHERS

A FONG,  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Ivory Miniatures, Oil  
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E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc., Devel-  
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M. MUMEYA, JAPANESE ARTIST,  
Bromide and Crayon Enlargements. Work  
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HONGKONG  
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Amateur's Requisites a Specialty.

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Proofs read by Englishmen.

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Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Sundry Goods, 4,  
D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Laces, 48, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen LACE Curtains made to  
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F. BLACKHEAD & CO.,  
Navy Contractors, Ship Chandlery, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Chandlery,  
Provision and Coal Merchants, Sail-  
makers, &c., Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

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Shipbuilders, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 44 and 45, Praya Central.

## TAILORS

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Opposite Kuhn's Curio Store.

HUNG YUEN,  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,  
Outfitters, Pique Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

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D. S. DADY BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars, 25,  
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KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connaught House, Queen's Road.

## WINE &amp; SPIRIT MERCHANTS

H. PRICE & CO.,  
12, Queen's Road  
and Calle Ansoague, Manila.

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CHINESE MARITIME CUSTOMS  
AND THE ALLIED POWERS.

## THE IMPORT OF ARMS.

The *Ostasiatische Lloyd* in a recent issue had  
an interesting article on the Chinese Maritime  
Customs and the Allied Powers, of which the  
following is a translation:—

"Repeatedly we have pointed out that the  
administration of the Maritime Customs is  
remitting considerable amounts to the Imperial  
Court at Hulan-fu. Only by these means is  
the Court in a position to pay the Chinese  
troops. We are far from blaming the Customs  
Office on account of these remittances. The  
Maritime Customs is a Chinese body, and must  
obey the orders of their Government. But it  
is a question if it is to the interest of the  
Allied Powers that these Customs receipts  
should be used for the purpose of a Govern-  
ment with which they are actually at war.  
For some reasons it may of course be still  
desirable to formally preserve the fiction that  
the Powers are not at war with China, but  
have only intervened in Chinese affairs in order  
to re-establish order in the interests of their  
subjects. But for months the Allied troops  
have no longer been fighting against a re-  
bellious rabble but against regular troops of  
the legitimate Chinese Government, which to  
a large extent draw the means for the con-  
tinuation of the fight from the Maritime  
Customs. This seems to us an untenable state of  
affairs.

"We go a step further and maintain that  
the doings of the Chinese Maritime Customs  
at present are of exceeding moment to the  
Allied Powers. All civilized States have  
placed interdicts upon the export of arms  
and ammunition to China, and their war  
vessels have taken steps to prevent the im-  
portation of contraband of war. But we  
regret to state that this control is ineffective.  
For weeks and months a continued import of  
war-material from Japan to Shanghai has taken  
place, and the goods have been passed by the  
Maritime Customs. The article in question  
consists mainly of half-finished gun-barrels.  
The inner drilling is completed, only the out-  
side of these 'iron tubes,' under which name  
they are declared in passing the Customs, hav-  
ing yet to be finished. It is well known that  
such half-finished gun-barrels have been im-  
ported by the Chinese arsenals for years in  
large quantities and afterwards worked up  
into serviceable weapons. While we are  
aware that the European firms who for-  
merly supplied such 'iron tubes' to the  
Chinese Government have of late declined to  
execute such orders, it is asserted that a Ja-  
panese firm in Shanghai still receives by Japanese  
steamers such falsely-declared gun-barrels from  
Japan. The Maritime Customs is supposed  
only to admit goods suspected of being contra-  
band of war after being passed by the Consul of  
the responsible Power as admissible. But even  
the most careful Consul may give permits to  
objectable goods, if they sail under false  
colours. That in the case mentioned the Ja-  
panese Consul-General has not had the slightest  
suspicion of the real nature of these goods is to  
us beyond doubt, and doubtless in future he  
will be particularly watchful. Neither would  
we blame the Chinese Maritime Customs, if  
they knowingly allowed gun-barrels to  
land as 'iron tubes'; they have only the in-  
terests of China to regard, and it is of course in  
her interest that her arsenals should be supplied  
with material for the manufacture of arms.  
But there remains the question whether this is  
also to the interest of the Allied Powers. We  
believe the contrary to be the case. If it  
cannot be found to convince the trade-superin-  
tendent of the southern ports that under pre-  
sent circumstances it is his duty to prevent the  
importation of contraband of war, then it seems  
to us that only one thing will effectively protect  
the interest of the Powers, and that is the seizure  
of the Customs offices. The administration of  
the Maritime Customs would then have to go  
into the hands of a committee, which would take  
care that neither contraband of war is imported  
nor that the revenues of the Customs are used  
for purposes which are diametrically opposed to  
the interests of the Powers."

## HOTELS

Business interrupted by war is much improved  
as peace extends, and investment of new capital  
is retarded by doubt concerning the policy of  
the United States. Economy and efficiency of  
military government have created a surplus  
fund of \$8,000,000 Mexican, which should be  
expended in much-needed public works, notably  
improvement of Manila Harbour, the condition  
of which, with consequent delay and expense in  
landing goods, is a greater embargo on business  
than many nearly prohibitory tariff rates in-  
herited from Spain and still operative. With  
proper tariff and facilities Manila will become  
the great port of the Orient. Spanish revenue  
laws, throwing the burden of taxation on the  
poor, give the wealthy comparative immunity.  
Tariff now prevents importations from Amer-  
ica of canned goods, machinery, and other ne-  
cessaries. Spanish inland revenue chiefly de-  
rived from poll tax, tax on small business,  
fishing license, the like, but no land tax. Are  
formulating laws remedying these evils, and  
confident that by judicious Customs laws, rea-  
sonable ad valorem land tax, and proper cor-  
poration franchise tax, imposition of no greater  
rate than that in the average American State,  
will give less annoyance and with peace will  
produce revenue sufficient to pay expenses of  
efficient government, including militia and con-  
sular. Bad condition of currency hinders  
business. Steps should be taken towards early  
resumption of gold standard.

Are preparing stringent Civil Service law,  
giving equal opportunity to Filipinos and  
Americans, with preference for former, where  
qualifications are equal, to enter at lowest  
k. and by promotion reach head of depart-  
ment. Municipal corporations are being organ-  
ized on popular basis. Much-needed reform in civil  
and criminal procedure, criminal code, and ju-  
dicial system favoured by Filipino Bar will be effected.  
Railroad franchises should at once be granted.  
Railroads will revolutionize life and business in  
these wonderfully rich, beautiful, and healthful  
tropical islands. Creation of central govern-  
ment within eighteen months, like that of Puerto  
Rico, under which substantially all rights  
described in Bill of Right in Federal Constitution  
are to be secured to the people of the  
Philippines, will bring to them contentment,  
prosperity, education, and political enlighten-  
ment.

TO LET.  
FROM the 1st October—FOUR ROOMS  
and COMPRADORE OFFICES on the  
1st Floor No. 16, Des Vaux Road.  
Apply to—  
SEE WO,  
No. 69, Queen's Road Central,  
Hongkong, 19th September, 1900. [2454]

FURNISHED HOUSE TO LET.  
"THE EYRIE," a large BUNGALOW,  
standing in extensive and lovely  
grounds, near the summit of the PEAK.  
For Terms and Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade,  
Hongkong, 6th November, 1900. [2822]

TO LET.  
WITH IMMEDIATE POSSESSION,  
A SPACIOUS ROOM, suitable for an  
OFFICE, on N.E. corner of THIRD  
FLOOR, PRINCE'S BUILDINGS.  
Apply to—  
S. J. DAVID & CO.,  
Hongkong, 10th July, 1900. [1845]

TO LET.  
"KIRKENDALL" at the PEAK.  
Apply to—  
DENNIS & BOWLEY,  
Hongkong, 30th November, 1900. [3013]

TO LET.  
NO. 1, WYNDHAM STREET (opposite  
Gormley Club), suitable for Offices and  
Godowns. From 1st January, 1901.  
Apply to—  
SANG KEE,  
No. 288, Praya Central,  
Hongkong, 30th November, 1900. [3014]

TO LET.  
BISNEY VILLA, POKFULUM ROAD.  
Apply to—  
LINSTED & DAVIS,  
Hongkong, 1st December, 1900. [3023]

TO LET.  
FROM the 15th DECEMBER, 1900,  
LUGNAN EAST, PEAK ROAD,  
an EIGHT-ROOMED HOUSE.  
Apply to—  
ARNHOLD, KARBURG & CO.,  
Hongkong, 17th November, 1900. [2801]

TO LET.  
ONE LARGE ROOM, THIRD FLOOR,  
QUEEN'S BUILDINGS,  
13, PRAYA CENTRAL, now known as  
20, DES VAUX ROAD CENTRAL. ROOMS on  
2ND FLOOR.  
TOP FLOOR of the GODOWN No. 2A,  
BLUE BUILDINGS.  
A HOUSE in RUPON TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.,  
Hongkong, 9th October, 1900. [61]

TO LET.  
FROM the 14th DECEMBER Next,  
NO. 6, RICHMOND TERRACE,  
"INGLEWOOD,"  
A FIVE ROOMED HOUSE, with TENNIS  
COURT.  
Apply to—  
HUMPHREYS ESTATE AND  
FINANCE CO., LIMITED,  
Hongkong, 31st October, 1900. [2545]

BOARD AND RESIDENCE.  
MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.  
MRS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900. [2293]

DAVID CORSAIR & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.,  
Sole Agents.  
41

CARMICHAEL & BARLOW,  
CONSULTING ENGINEERS, SURVEYORS, AND  
CONTRACTORS,  
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for  
any class of Steamships. Launches and  
light-draught vessels a specialty. Contractors  
for the supply and erecting of any type of  
machinery. New work and repairs supervised.  
New and second hand Launches for Sale.  
Telegrams: "CELSITE," Hongkong.  
Telephone, 232.  
H. F. CARMICHAEL,  
B. J. BARLOW.  
Hongkong, 1st June, 1899. [3021]

AMERICAN MACHINERY.  
WE HAVE OPENED A MACHINERY  
DEPARTMENT, and are prepared to  
Furnish Prices, &c., on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHES, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHI-  
NIST'S SMALL TOOLS, BUILDERS'  
HARDWARE, &c.  
Made in America (U.S.A.)  
Prices quoted f.a.b. New York, or c.i.f.  
Hongkong.  
REUTER, BROCKELMANN & CO.,  
Hongkong 3rd December, 1900. [3142 2123-1]

CALCUTTA.

C. LAZARUS & CO.,  
BILLIARD TABLE MANUFACTURERS,  
60 & 61, Bentinck Street,  
CALCUTTA.

BONZOLINE BILLIARD

BALLS.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2 1/2"

PRICE Rs. 30 per set.

C. LAZARUS & CO.,

BILLIARD TABLE MANUFACTURERS,

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BONZOLINE BILLIARD BALLS 2 1/2"

PRICE Rs. 30 per set.

C. LAZARUS & CO.,

BILLIARD TABLE MANUFACTURERS,

60 & 61, Bentinck Street,

CALCUTTA.

GOVERNMENT NOTIFICATION  
No. 1187.

TENDERS with Detailed Specifications  
received at the Colonial Secretariat  
Office up to NOON of FRIDAY, the 1st  
January, 1901, for the Construction and Sup-  
ply of TWO WOODEN or COMPOSITE  
STEAM FERRY BOATS for the JOHNS  
STRAITS. (See Admiralty Chart No. 2403.)  
Length 90 feet over all.  
Breadth not less than 17 feet.  
Maximum draft 7 feet.  
The vessels to be of sufficient stability  
carry passengers on a shaft deck about one  
half of their length.  
To be driven by single or twin screw en-  
gine at a speed of 9 knots on the measured mile.  
Composite built, the frames and scuttles  
throughout to be accessible for painting a  
preservation from corrosion. Coiling to be  
done with as far as possible, what coil-  
ing there is to be of hard wood. The outside plating  
to be of teak of substantial thickness.  
If of wood to be built of Java teak or Pango  
crooks for frames, &c. with teak planking a  
hard wood ceiling.  
The vessels to be sheathed to well above the  
water line with 18 oz. yellow metal.  
Tender must state the price—1st with  
tugs to burn liquid fuel, carrying a suffi-  
cient supply to steam about 500 knots—2nd with  
tugs for burning wood fuel—3rd with tugs  
which can be altered for burning liquid or wood  
fuel as found expedient.  
The boats must be built for and fitted with  
towing hooks and other fittings and gear for  
towing a 40 ton tugboat.  
One short mast forward for light and sign-  
aling and a teak wood dingle to be supplied with  
each vessel.  
First Class and Native passenger accommo-  
dation to be separate. Space for baggage to  
be provided below.  
Any further information can be obtained  
from the Master Attendant, Singapore. Tenders  
to state the date on which the boats can  
be completed and delivered in Singapore.  
The Government does not undertake to accept  
the lowest or any tender.  
Colonial Secretary's office,  
Singapore, 22nd October, 1900. [281]

NOTICE TO MARINERS,  
No. 354.

CHINA SEA.

TIENTSIN DISTRICT.

SHAN-HAI-KUAN TEMPORARY  
LIGHT.

THIS Light was exhibited for the first time  
at sunset on the 8th instant.  
The illuminating apparatus is Dioptric, of the  
Sixth Order, showing a fixed white light.  
The Lighthouse is placed on the outer bastion  
of the Great Wall immediately below the Pagoda  
on the No. 1 Fort, and the Light, which is  
elevated 84 feet above sea level, should be visible  
in clear weather, at a distance of 10 nautical  
miles.  
The Light is hoisted on a mast 25 feet in  
height.  
The mast and lightkeepers' hut, and the  
pumpet of the lantern are painted white.  
Approximate position:—  
Latitude ..... 39° 58' 00" N.  
Longitude ..... 119° 48' 45" E.  
By Order of the Inspector General of  
Customs.  
A. M. BISBEE,  
Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 22nd November, 1900. [3003]

NOTICE TO MARINERS,  
No. 355.

CHINA SEA.

TIENTSIN DISTRICT.

CHIN-WANG-TAO TEMPORARY  
LIGHT.

THIS Light was exhibited for the first time  
at sunset on the 15th instant.  
The illuminating apparatus is Dioptric, Group  
occuluting of the Sixth Order, showing a fixed  
white light varied by two eclipses every twenty  
seconds, thus:—  
Light ..... 14 seconds  
Eclipse ..... 2 "  
Light ..... 2 "  
Eclipse ..... 2 "  
and so on.  
The Lighthouse is placed near the South-  
western extremity of the bluff at Chin-wang-tao,  
and the Light, which is elevated 87 feet above  
sea level, should be visible, in clear weather, at  
a distance of 10 nautical miles.  
The Light is hoisted on a mast 38 feet in  
height.  
The mast and lightkeepers' hut are painted  
white.  
Approximate position:—  
Latitude ..... 39° 54' 50" N.  
Longitude ..... 119° 38' 00" E.  
By Order of the Inspector General of  
Customs.  
A. M. BISBEE,  
Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 22nd November, 1900. [3004]

BONZOLINE BILLIARD

BALLS.

THE MOST PERFECT

and

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SODRAON	Brit. str.	—	L. M. Wibmer, R.N.E.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 15th inst.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hido, R.N.E.	P. & O. S. N. Co.	On or about 18th inst.
LONDON	CAUCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	PERSEUS	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	On 7th inst.
LIVERPOOL	ULYSSES	Brit. str.	—	O. Capper	BUTTERFIELD & SWIRE	On 14th inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	W. Bainbridge	MELCHERS & CO.	On 12th inst., at Noon.
BREMEN, VIA PORTS OF CALL	INARA MARU	Ger. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MAISELLES, LONDON & ANTWERP, V. S. PORE, &c.	SHINANO MARU	Ger. str.	—	A. Wagner	NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
MAISELLES, LONDON & ANTWERP, V. S. PORE, &c.	AMERICA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 8th inst.
HAVRE, BREMENHAYEN & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 29th inst.
HAVRE & HAMBURG	SAMBA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakle	CARLOWITZ & CO.	On or about 31st Jan.
NEW YORK VIA PORTS AND SUEZ CANAL	EDMONDSON	Brit. str.	—	E. G. Warner	DODWELL & CO. LIMITED	On or about 29th Jan.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hansen	McGREGOR, BROS. & CO.	On or about 29th inst.
NEW YORK VIA SUEZ CANAL	R. MORROW	Brit. ship	—	Hansen	McGREGOR, BROS. & CO.	On or about 29th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	W. Watt	McGREGOR, BROS. & CO.	On or about 29th inst.
VICTORIA, B.C. & TACOMA VIA FOCHOW, &c.	BRAEMAR	Brit. str.	—	Petersen	McGREGOR, BROS. & CO.	On or about 29th inst.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	EVA	Amst. str.	—	Petersen	McGREGOR, BROS. & CO.	On or about 29th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Williams	McGREGOR, BROS. & CO.	On or about 29th inst.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Jap. str.	—	St. John George	McGREGOR, BROS. & CO.	On or about 29th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CHINGTU	Brit. str.	—	St. John George	McGREGOR, BROS. & CO.	On or about 29th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	Krobs	McGREGOR, BROS. & CO.	On or about 29th inst.
AUSTRALIAN PORTS	MUENCHEN	Ger. str.	—	Hempel	McGREGOR, BROS. & CO.	On or about 29th inst.
COBLENZ & KOBLENZ	WITTENBERG	Ger. str.	—	J. B. Macmillan	McGREGOR, BROS. & CO.	On or about 29th inst.
KOBE & YOKOHAMA	ONBANG	Brit. str.	—	Young	McGREGOR, BROS. & CO.	On or about 29th inst.
KOBE & YOKOHAMA	TAIWAN	Brit. str.	—	J. McKinnon	McGREGOR, BROS. & CO.	On or about 29th inst.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	A. E. Moses	McGREGOR, BROS. & CO.	On or about 29th inst.
NAGASAKI, KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	—	Nelson	McGREGOR, BROS. & CO.	On or about 29th inst.
WEIHAIWEI	CHANGHAI	Brit. str.	—	Schmidt	McGREGOR, BROS. & CO.	On or about 29th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LONGMOON	Ger. str.	—	Schultz	McGREGOR, BROS. & CO.	On or about 29th inst.
SHANGHAI	ELSE	Brit. str.	—	Petersen	McGREGOR, BROS. & CO.	On or about 29th inst.
SHANGHAI & JAPAN	JAPAN	Brit. str.	—	G. K. Wright	McGREGOR, BROS. & CO.	On or about 29th inst.
SHANGHAI	BENGAL	Brit. str.	—	R. Helms	McGREGOR, BROS. & CO.	On or about 29th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	AKASHI MARU	Jap. str.	—	T. Ogata	McGREGOR, BROS. & CO.	On or about 29th inst.
FOCHOW VIA SWATOW & AMOY	MAIDZU MARU	Jap. str.	—	S. Atemi	McGREGOR, BROS. & CO.	On or about 29th inst.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	Moore	McGREGOR, BROS. & CO.	On or about 29th inst.
SWATOW, AMOY & TAIWANFOO	SUNGKIANG	Brit. str.	—	R. W. Almond	McGREGOR, BROS. & CO.	On or about 29th inst.
MANILA	PERIA	Brit. str.	—	Damster	McGREGOR, BROS. & CO.	On or about 29th inst.
MANILA	PAX	Brit. str.	—	Weigall	McGREGOR, BROS. & CO.	On or about 29th inst.
MANILA	LONGGANG	Brit. str.	—	Williams	McGREGOR, BROS. & CO.	On or about 29th inst.
MANILA	CHINGTU	Brit. str.	—	Pearce	McGREGOR, BROS. & CO.	On or about 29th inst.
SAMARANG & SOERABAYA	HIOGO MARU	Jap. str.	—	S. Yoshizawa	McGREGOR, BROS. & CO.	On or about 29th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	MARIA TERESA	Aus. str.	—	Rasovich	McGREGOR, BROS. & CO.	On or about 29th inst.
SINGAPORE, COLOMBO & BOMBAY	BORMIDA	Ital. str.	—	Sanforio	McGREGOR, BROS. & CO.	On or about 29th inst.
SINGAPORE, PENANG & BOMBAY	MAUSANG	Brit. str.	—	R. Cox	McGREGOR, BROS. & CO.	On or about 29th inst.

## SHIPPING.

**ARRIVALS.**  
Dec. 2, ELSE, German steamer, 900, Petersen, Canton 2nd Dec., General.—JENSEN & Co.  
Dec. 3, LALPOGA, British transport, 3,297, J. Anderson, Taku 26th November.  
Dec. 3, GABRIC, British steamer, 2,991, Wm. Fluch, R.N.E., San Francisco 3rd Nov. and Shanghai 30th. Mails and General.—O. & S. S. Co.  
Dec. 3, MARIA TERESA, Austrian str., 1,921, Rasovich, Moli 28th Nov., Coal.—SANDER, WILHELM & Co.  
Dec. 3, OCEANIC, French str., 2,080, Wm. Schmitz, Marseilles 28th Oct. and Saigon 28th Nov., Mails and General.—MESSAGE-RIERS MARITIMES.  
Dec. 3, ONBANG, British str., 1,787, J. Young, Java 21st Nov., Sugar.—JARDINE, MATHE-SON & Co.  
Dec. 3, WARDHA, British transport, 3,976, W. Britten, Weihaiwei 28th November.  
Dec. 3, BRAEMAR, British steamer, 2,316, Wm. Watt, Manila 28th November.  
Dec. 3, WOODBURN, British str., 1,020, M. Dow-son, Shanghai 20th November, General.—BUTTERFIELD & SWIRE.  
**CLEARANCES.**  
At the Harbour Master's Office.  
3RD DECEMBER.  
Deutera, German str., for Saigon.  
Germania, German str., for Vladivostok.  
Sandakan, German str., for Sandakan.  
Charterhouse, British str., for Swatow.  
Hanchow, British str., for Samarang.  
**DEPARTURES.**  
Dec. 2, HILLOLEN, British str., for New York.  
Dec. 3, ANNAM, French str., for Europe.  
Dec. 3, SHANG, British str., for Canton.  
**VESSELS IN DOCK.**  
Kowloon Docks.—Tartar, Clara, Gefion.  
H.M.S. Otter, Empress of Japan, Sangkiang, Hating, Zaife.  
COSMOPOLITAN DOCK.—Tacoma.

**SHIPPING REPORTS.**  
The British steamer Braemar, from Manila 28th Nov., had fresh monsoon, moderate sea and swell.  
The British steamer Wooming, from Shang-hai 20th Nov., had fresh N.E. winds until past Lamcocks, afterwards moderate to light winds.  
The British transport Wardha, from Weihai-wei 28th Nov., had fine and light monsoon to Saddle Island. From Saddle Island to port fresh monsoon and high sea.  
The British steamer Gaelic, from San Francisco 3rd Nov., via Honolulu 11th, Yokohama 24th, Kobe 25th, Nagasaki 27th and Shanghai 30th, had moderate weather across the Pacific from Wooming to Heishan light S.E. winds and fine weather. From Heishan to Baker Point moderate to fresh N.E. winds, overcast and moderate weather; thence to port light N.E. wind and fine weather.

## VESSELS ON THE BERTH

**FOR SHANGHAI.**  
THE Steamship  
"ELSE."  
Captain Petersen, will be despatched for the above port TO-DAY, the 4th Dec., at 4 P.M.  
For Freight, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 29th November, 1900. [3009]  
**FOR YOKOHAMA AND KOBE.**  
THE Steamship  
"WITTENBERG."  
Captain Hempel, will be despatched for the above ports TO-DAY, the 4th inst., at 4 P.M.  
For Freight, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 3rd December, 1900. [3034]

## VESSELS ON THE BERTH

**COMPAGNIE DES MESSEGERIES MARITIMES.**  
PAQUEBOTS-POSTES FRANCAIS.  
**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
THE Company's Steamship  
"OCEANIC."  
Captain Schmitz, will be despatched for the above ports TO-DAY, the 4th inst., at 10 A.M.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX, Agent.  
Hongkong, 30th November, 1900. [2]  
**IMPERIAL GERMAN MAIL LINE.**  
**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
THE Imperial German Mail Steamship  
"PRINZ HEINRICH."  
OF THE NORDDEUTSCHER LLOYD.  
Captain R. Heintze, due here with the outward German Mail about TUESDAY MORNING, the 4th December, will leave for the above places about 24 hours after arrival.  
**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
MELCHERS & CO., Agents.  
Hongkong, 1st December, 1900. [18]  
**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR WEI-HAI-WEI.**  
THE Company's Steamship  
"TAIYUAN."  
Captain Nelson, will be despatched as above TO-DAY, the 4th December, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 21st November, 1900. [2942]  
**CHINA NAVIGATION COMPANY, LIMITED.**  
**FOR SAMARANG AND SOERABAYA.**  
THE Company's Steamship  
"HANGCHOW."  
Captain Pearce, will be despatched as above TO-DAY, the 4th inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st December, 1900. [3029]  
**THE OSAKA SHOSHEN KAISHA, LIMITED.**  
**FOR FOCHOW VIA SWATOW AND AMOY.**  
THE Company's Steamship  
"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 5th December.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 22nd November, 1900. [2524]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).  
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.  
**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.  
**STEAMERS.**  
AMERICA ..... { HAVRE, BREMENHAYEN AND } About 8th } Freight.  
Capt. A. Wagner ..... { HAMBURG } December.  
ARAGONIA ..... { HAVRE & HAMBURG } About 20th } Freight.  
Capt. Forst ..... { (London with transshipment in Hamburg) } December.  
WITTENBERG ..... { HAVRE & HAMBURG } About 30th } Freight.  
Capt. Hempel ..... { (London with transshipment in Hamburg) } December.  
SAMBIA ..... { HAVRE & HAMBURG } About 8th } Freight.  
Capt. Schmidt ..... { (London with transshipment in Hamburg) } Jan., 1901.  
HOLSATIA ..... { HAVRE & HAMBURG } About 20th } Freight.  
Capt. Bakle ..... { (London with transshipment in Hamburg) } Jan., 1901.  
For further particulars as to Freight, Passage, etc., apply to  
**CARLOWITZ & CO.,**  
AGENTS.  
**HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.**  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 24th December, 1900. [13]

**NORTHERN PACIFIC STEAMSHIP CO.**  
**PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.**  
**FOR VICTORIA, B.C. AND TACOMA**  
IN CONNECTION WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	December 5
GLENOGLE	3,750	W. Frakes	December 18
QUEEN ADELAIDE	2,832	F. McNair	December 20
DUKE OF FIFE	3,821	J. S. Cox	December 27

\* Calling at Fochow and Shanghai.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.  
**HONGKONG TO LONDON, 252**  
Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.  
**HONGKONG TO NEW YORK, 248**  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night; Tacoma to New York in 41 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.  
**HONGKONG TO VICTORIA, B.C. AND TACOMA, 235.**  
The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.  
Rates of Passage to other points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
**DODWELL & CO. LIMITED,**  
General Agents.  
Hongkong, 4th December, 1900. [10]

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**FOR** **STEAMERS** **TO SAIL ON** **REMARKS.**  
SHANGHAI AND JA- { JAPAN } { About 4th } Freight or Passage.  
PAN ..... { G. K. Wright, R.N.E. } Dec.  
LONDON, &c. { SODRAON } { Noon, 8th } See Special Advertisement.  
as. SOBRAON ..... { L. M. Wibmer, R.N.E. } Dec.  
SHANGHAI ..... { BENGAL } { About 8th } Freight or Passage.  
as. SOBRAON ..... { S. Barham, R.N.E. } Dec.  
LONDON, &c. { SOCOTRA } { About 13th } Freight only.  
as. PLESSY ..... { T. H. Hido, R.N.E. } Dec.  
as. SOBRAON ..... { 7,240 tons } March 30th } MARSEILLES AND LONDON DIRECT  
7,240 tons } April 27th } Without Transshipment.  
For Further Particulars, apply to  
**A. M. MARSHALL,**  
Acting Superintendent.  
Hongkong, 30th November, 1900. [1]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
**PROPOSED SAILINGS FROM HONGKONG.**  
(SUBJECT TO ALTERATION).  
"EMPRESS OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 19th Dec., 1900.  
"EMPRESS OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 10th Jan., 1901.  
"EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 18th Feb., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
**D. E. BROWN, General Agent.**  
Fodder's Street.  
Hongkong, 22nd November, 1900. [9]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**  
**STEAMERS.**  
WAKASA MARU ..... { KOBE and YOKOHAMA } FRIDAY, 7th Dec., at DAYLIGHT.  
J. B. Macmillan ..... { BOMBAY, VIA SINGAPORE and COLOMBO } WEDNESDAY, 12th Dec., at NOON.  
HIROSHIMA MARU ..... { MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE } FRIDAY, 14th Dec., at DAYLIGHT.  
W. Bainbridge ..... { PENANG, COLOMBO & PORT SAID }  
KANAGAWA MARU ..... { KOBE and YOKOHAMA } FRIDAY, 21st Dec., at DAYLIGHT.  
J. McKinnon ..... { NAGASAKI, KOBE and YOKOHAMA } FRIDAY, 21st Dec., at NOON.  
YAWATA MARU ..... { MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE } FRIDAY, 22nd Dec., at DAYLIGHT.  
A. E. Moses ..... { PENANG, COLOMBO & PORT SAID }  
SHINANO MARU ..... { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE } FRIDAY, 28th Dec., at 4 P.M.  
ROSETTA MARU .....  
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
**A. S. MIHARA,**  
Manager.  
Hongkong, 3rd December, 1900. [12]

## OCEAN STEAMSHIP COMPANY.

**FOR** **STEAMERS** **CAPTAINS** **TO SAIL**  
LONDON ..... ANTENOR ..... Jackson ..... 18th December, 1900.  
LONDON ..... CALCHAS ..... Bartlett ..... 25th December, 1900.  
LONDON ..... ACHILLES ..... Brown ..... 8th January, 1901.  
LIVERPOOL ..... PERSEUS ..... Tilston ..... 7th December, 1900.  
(Taking Cargo at London Rates).  
LIVERPOOL ..... ULYSSES ..... Edmondson ..... 14th December, 1900.  
(Taking Cargo at London Rates).  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
Agents O. S. S. Co.  
Hongkong, 1st December, 1900. [3028]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**  
**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.**  
**PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.**  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

**STEAMERS.**  
KONIG ALBERT ..... WEDNESDAY 12th December  
PRINZ HEINRICH ..... WEDNESDAY 26th December  
PREUSSEN ..... WEDNESDAY 9th January, 1901  
HAMBURG (Hamburg-Amerika Linie) ..... WEDNESDAY 23rd January, 1901  
SACHSEN ..... WEDNESDAY 6th February, 1901  
KLAUSCHOU (Hamburg-Amerika Linie) ..... WEDNESDAY 20th February, 1901  
BAYERN ..... WEDNESDAY 6th March, 1901  
STUTTGART ..... WEDNESDAY 20th March, 1901  
KONIG ALBERT ..... WEDNESDAY 3rd April, 1901  
PRINZ HEINRICH ..... WEDNESDAY 17th April, 1901  
PREUSSEN ..... WEDNESDAY 1st May, 1901  
ON WEDNESDAY, the 12th day of December, 1900, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Capt. O. Capper, with MAILED PASSENGERS SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 10th December. Cargo and Specie will be received at the Agency's Office until Noon on Tuesday, the 11th December, and Parcels will be received at the Agency's Office until Noon on Wednesday, the 13th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewards.  
Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**  
For further Particulars, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 29th November, 1900. [1]

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at 3 P.M.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 4th December, at 3 P.M.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 9th November, 1900. [3]

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

## THE Steamship

"EVA," 2,088 Tons, Captain Petersen, This Steamship will be despatched on or about 4th instant, and the Steamship "ADATO."

2,145, Captain J. McIntyre, or about 30th inst., for PORTLAND (OR.) VIA MOJÍ, KOBÉ AND YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.). For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & CO., Agents.  
Hongkong, 24th November, 1900. [2965]

## NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAP, FRIEDRICH-WILHELMSHAVEN, FISSCHHAVEN, HEBBERTS-HÖBE, TOWNVILLE, BRISBANE and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.

## THE Company's Steamship

"MÜNCHEN," Captain Krebs, will leave for the above ports on or about 5th December. For Freight or Passage, apply to

MELCHERS & CO., Agents.  
Hongkong, 23rd November, 1900. [2906]

## VESSELS ON THE BERTH

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"PERLA," Captain R. W. Almond, will be despatched as above TO-MORROW, the 5th December, at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.  
Hongkong, 29th November, 1900. [2999]

## THE PHILIPPINE TRADING CO., LIMITED

## FOR MANILA.

Calling at Cebu and Iloilo if sufficient inducement offers.

THE Company's Steamship

"FAX," Captain Danstar, will be despatched as above on THURSDAY, the 6th instant, at 10 A.M. For Freight apply to

MELCHERS & CO., Agents.  
Hongkong, 1st December, 1900. [3039]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

## THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogeta, will be despatched for the above ports on SUNDAY, the 9th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 3rd November, 1900. [15]

## NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

## STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEK, SUZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN, VANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BORMIDA," Captain Sartorio, will be despatched as above on TUESDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.  
Hongkong, 3rd December, 1900. [7]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR KOBÉ AND YOKOHAMA.

## THE Company's Steamship

"TSINAN," Captain Andersen, will be despatched as above on TUESDAY, the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.  
Hongkong, 3rd December, 1900. [3044]

## GLEN LINE OF STEAMERS.

## FOR NEW YORK.

## THE Company's Steamship

"GLENARTNEY," Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.  
Hongkong, 21st November, 1900. [2940]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AIRLIE," Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 21st November, 1900. [2948]

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.  
Hongkong, 9th November, 1900. [285]

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colord.—Standard Oil Co.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERAKAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Company's Steamship

"SOBRON," Captain L. M. Whitmer, R.N.R., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 8th December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting-Superintendent.  
Hongkong, 26th November, 1900. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR SINGAPORE, COLOMBO, AND BOMBAY.

(In close connection with the Company's accelerated line to TRIESTE.)

## THE Company's Steamship

"MARIA TERESA," Captain Kassevich, will be despatched as above on MONDAY, the 10th December, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.  
Hongkong, 29th November, 1900. [6]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons

S.S. "KYABVEN" On 12th Dec. 2,463 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJÍ, KOBÉ, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.  
Hongkong, China and Japan.  
Hongkong, 15th November, 1900. [14]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd November, 1900. [2963]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

## THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd November, 1900. [2954]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## (ROB. M. SLOMAN &amp; CO., HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

## THE full-powered Steamship

"VERONA," Captain Hansen, will be despatched for the above port on or about 23rd December.

For Freight apply to

CARLOWITZ & CO., Agents.  
Hongkong, 8th November, 1900. [3343]

## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, STRAIT AND SOUTH AMERICA, CENTRAL AND SOUTH AMERICA, OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

DOZIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 19th November, 1900. [14]

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 28th November, 1900. [6]

## VESSELS ON THE BERTH

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 28th November, 1900. [1443]

## FOR NEW YORK.

## THE 3/3 L. II British Bark

"B. MORROW," Captain S. Atsumi, will load here for the above port and will have quick despatch. For Freight, apply to

ARNHOLD, KARBURG & CO., Agents.  
Hongkong, 13th November, 1900. [2883]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

## THE Steamship

With Liberty to Call at MANILA.

"HUDSON" will be despatched for the above port about the 10th of December, and will be followed by the Steamship

"POLAR ST. JERSEN" about the middle of January, 1901.

For Freight, apply to

DODWELL & CO., LD., Agents.  
Hongkong, 3rd December, 1900. [3045]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CAIRO. Sailings from CAIRO to Cape Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## NOTICE TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

## THE N.G.L. Steamship

"WITTENBERG," Captain Hempel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before 3 P.M. TO-DAY, the 1st inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.

All broken, chafed, and damaged Goods are left in the Godowns, where they will be examined on the 8th inst., at 8 P.M.

No Fire Insurance has been effected.

SIEMSEN CO., Agents.  
Hongkong, 1st December, 1900. [3035]

## PORTLAND CEMENT

## J. B. WHITE &amp; BROS.

SOLE AGENTS FOR CHINA, HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [2724]

## POST OFFICE NOTICES.

The *Prins Heinrich*, with the German Mail of the 5th November, left Singapore on Thursday, the 4th ult., at 5 p.m., and may be expected here to-day.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Amoy, Amoy and Straits.	Oceanic	Tuesday, 4th, 8.00 A.M.
Amoy and Sourabaya.	Charterhouse	Tuesday, 4th, 9.00 A.M.
Amoy, Yokohama and Portland.	Hangchow	Tuesday, 4th, 11.00 A.M.
Amoy and Hongkong.	Eva	Tuesday, 4th, 11.00 A.M.
Amoy and Hongkong.	Hongkong	Tuesday, 4th, 11.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	City of Peking	Registration, with late fee of 10 cents, up to 1.45 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Sunghwang	Letters, &c. 2.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Elbe	Tuesday, 4th, 3.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Wittenberg	Tuesday, 4th, 3.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Perta	Tuesday, 4th, 4.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Akashi Maru	Tuesday, 4th, 5.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Akashi Maru	Tuesday, 4th, 5.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Machew	Wednesday, 5th, 9.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Braemar	Wednesday, 5th, 11.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Quarta	Wednesday, 5th, 1.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Taiwan	Wednesday, 5th, 3.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Muschen	Thursday, 6th, 3.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Loongang	Friday, 7th, 4.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Sabran	Saturday, 8th, 8.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Onang	Registration, with late fee of 10 cents, up to 10.45 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Measung	Letters, &c. 10.30 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Cartelle City	Saturday, 8th, 2.00 P.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Bornida	Monday, 10th, 11.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Konig Albert	Monday, 10th, 11.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Empress of Japan	Tuesday, 11th, 11.00 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Empress of Japan	Registration, with late fee of 10 cents, up to 10.45 A.M.
Amoy, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.	Empress of Japan	Letters, &c. 11.00 A.M.

TO-DAY.  
Meeting of the Eastern Mail Lodge, 5.30 p.m.  
TO-MORROW.  
Meeting of Shareholders A. S. Watson & Co.  
Company's Office, noon.

## COMMERCIAL.

## CLOSING QUOTATIONS.

MONDAY, 3rd December.

ON LONDON—	Telegraphic Transfer	211
Bank Bills, on demand	211	
Bank Bills, at 30 days sight	211	
Bank Bills, at 4 months sight	211	
Credits, at 4 months sight	211	
Documentary Bills, 4 months sight	211	
ON PARIS—	Bank Bills, on demand	253
Credits, at 4 months sight	253	
ON GERMANY—	On demand	214
ON NEW YORK—	Bank Bills, on demand	51
Credits, 60 days sight	52	
ON BOMBAY—	Telegraphic Transfer	157
Bank, on demand	157	
ON CALCUTTA—	Telegraphic Transfer	157
Bank, on demand	157	
ON SHANGHAI—	Bank, at sight	71
Private, 30 days sight	72	
ON YOKOHAMA—	On demand	92 p.c. dia.
ON MANILA—	On demand	Par.
ON SINGAPORE—	On demand	1 p.c. pm.
ON BATAVIA—	On demand	125
ON HAMBURG—	On demand	2 p.c. pm.
ON SAIGON—	On demand	1 p.c. pm.
ON BANGKOK—	On demand	30
SOVEREIGNS, Bank's Buying Rate	9.45	
GOLD LEAF, 100 fine, per tael	40.60	
BAR SILVER, per oz.	29.1	

Nov.—Malacca, Cebu, Prinz Heinrich, &c. Sumbia. 18th Nov.—Saxonia, Yusef 20th Nov.—Sarpelton, Ashton, Marlow, Freiburg. 23rd Nov.—Darmstadt, Ger- gawa Maru, Oldenburg, Moritz de Berlin, 24th Nov.—Java, Solano, Lee, Andes Nov.—Acres, Ayer, India, Promet, Kohn, Menmuu, Padria, Rhuis, Robsky Hornsea. 6th Nov.—Bhatia. 20th Nov.— Patroclus, Candia. 23rd Nov.—Astoria, Malta. 27th Nov.—Bennahy. 30th —Bombay, Glenlyne.
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PASSENGERS.	
ARRIVED.	
Per Wardha, from Weihaiwei, Lieut. Passy and Mr. G. A. Watkins, from Yokohama. Per Anam, for Hongkong, from Yokohama. Messrs. J. N. Puhata and Fakanathi; Kobe, Messrs. A. J. Joornikavalla and ohand; from Nagasaki. Mr. C. P. J. from Shanghai. Rev. Escottier, Messrs. Guy, Pers Vial, Pere Hallarm, H. Stove, Bany, J. Chen McLean, G. H. Howes & A. Caplin.	
Per Gaelic, from San Francisco, &c., Mr. A. J. Findlay, A. J. Menocal, Capt. and George Conner, Master Mac Conner, Mr. R. M. Bowles, L. Colver, Miss J. H. T. Messrs. H. M. Mackinnon, R. Law Smith, S. Morton, Mrs. H. Jones and Mr. W. B. A. J. Gillott, Treve Hlaed, and Mr. W. B. Motcalf, Mrs. A. M. Roberts, Mr. W. B. Smith, Mr. A. Clark, Messrs. E. O. W. H. Howell, Wm. Smith and W. M. G. Per Oceanic, for Hongkong, from Melbourne, Messrs. Thiebaut, Croog and welles, Messrs. Thiebaut, Croog and R. from Bombay, Messrs. Suzuki and R. from Singapore, Messrs. Dumontel et W. Castons, Blair, Macnally and E. from Saigon, Messrs. Fournier, Vincent	

## VESSELS EXPECTED.

THE GERMAN MAIL.	The Imperial German Mail steamer <i>Prins Heinrich</i> , carrying the German mails with dates from Berlin of the 5th ult., left Singapore on Thursday, the 29th ult., at 5 p.m., and may be expected here to-day.
THE IMPERIAL GERMAN MAIL.	The Imperial German Mail steamer <i>Prinzess Ina</i> , carrying the German mails with dates from Berlin of the 12th ult., left Colombo on Thursday, the 29th ult., and may be expected here on or about Monday, the 10th inst.
THE ISLAND MAIL.	The Indo-China steamer <i>Saigon</i> , from Calcutta and the Straits, left Singapore for this port at 7 a.m. on the 28th ult., and is due here to-day.
THE ENGLISH MAIL.	The P. & O. steamer <i>Bengal</i> left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English mails, and is due here on the 9th inst. at about 1 p.m.
THE AMERICAN MAIL.	The O. & O. steamer <i>Doric</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 28th ult.
AMERICAN STEAMERS.	The P. & O. steamer <i>Japan</i> left Singapore for this port on the 27th ult. at 2 p.m.
THE STEAMER <i>Durand</i>	The steamer <i>Durand</i> left Singapore on the 29th ult., and is due here on the 4th inst.
THE N. Y. K. steamer <i>Wakana Maru</i>	The N. Y. K. steamer <i>Wakana Maru</i> (European Line) left Singapore for this port on the 1st inst., and may be expected to arrive here on the 5th inst.
THE N. G. I. steamer <i>Bornida</i>	The N. G. I. steamer <i>Bornida</i> left Singapore for this port on the 30th ult., and may be expected here on or about the 6th inst.
THE N. P. steamer <i>Duke of York</i>	The N. P. steamer <i>Duke of York</i> sailed from Tacoma for Japan and Hongkong on the 27th Oct.

## JOINT STOCK SHARES.

HONGKONG, 3rd December.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAYD UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/11 = \$15.09 per share for 1st half year 1900	\$20 p.c. pr. = \$525.
Bank of China & Japan, Ltd.	199,875	28	28	None	21.
Do. Deferred.	1,250	210	210	2/8 for 1899	\$26, sales & buyers
National Bank of China, Ltd.	10,970 A	210	210	2/8 for 1899	\$26, buyers
Do. Founders' Shares	22,935 E	210	210	2/8 for 1899	\$26, buyers
<b>MARINE INSURANCES.</b>					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p.c. = \$20 for 1899	\$24.5, buyers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p.c. for 1899	\$91, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p.c. for 1899	\$110.
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	10 p.c. for 1899	\$132.5, buyers
Canton Insurance Office, Ltd.	10,000	\$100	\$100	10 p.c. for 1899	\$1.
Staats Insurance Co., Ltd.	20,000	\$100	\$100	10 p.c. for 1899	\$1.
<b>FIRE INSURANCES.</b>					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$30 for 1898	\$75, sellers
<b>SHIPPING.</b>					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 30/6/1900	\$33, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$120 for half year ended 30/6/1900	\$33, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 per cent. for 1899	\$65, sales & sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/1900	\$42, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Int. of 5 per cent. on a/c. of 1900	\$41, buyers
Do. Ordinary	20,000	\$10	\$10	Int. of 5 per cent. on a/c. of 1900	\$41, buyers
Do. do.	20,000	\$10	\$10	Int. of 5 per cent. on a/c. of 1900	\$41, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 per cent. on a/c. of 1900	\$41, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. of 5 per cent. on a/c. of 1900	\$41, buyers
<b>REFINERIES.</b>					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 2 1/2 per share on a/c. 1900	\$123.
Lucon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
<b>MINING.</b>					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$2.00, buyers
Do. Preference	30,000	\$1	\$1	None	75 cents.
Société Fran. des Charbonnages du Tonkin	15,000	Fr. 250	Fr. 250	None	\$200, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	5 p.c. half year end	7 cents, sales & sellers
Johanna Mining and Trading Company, Ltd.	45,000	\$5	\$5	Int. of 5 p.c. for 1897	\$64, buyers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	Int. of 5 p.c. for 1897	\$50, sellers
Oliver's Freshhold Mines, Limited	15,000	\$5	\$5	None	\$2.
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	\$1.50, sellers
Do. Preference	70,000	\$1	\$1	First year	6 cents
<b>DOCKS, WHARVES, &amp;c.</b>					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Int. of 12 p.c. on account for 30/6/1900	\$64 p.c. pr. = \$803.25
Hongkong and Whampoa Dock Co., Limited	30,000	\$50	\$50	Int. of 5 p.c. on account of 1900	\$83, buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$100	Int. of 5 p.c. on account of 1900	\$64, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	Int. of 5 p.c. on account of 1900	\$29, sellers
New Amoy Dock Co., Ltd.	0,000	\$63	\$63	22 per cent. for 1899	\$29, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>					
Landings Land Invest. and Agency Co., Ltd.	60,000	\$100	\$100	Int. of 3 p.c. on account 1900	\$138, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	Int. of 1899	\$251, sales
West Point Building Company, Limited	12,500	\$50	\$50	Int. of 1899 on acct. 1900	\$48, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p.c. for half year	\$120.
Oriental Hotel Co., Limited	7,000	\$50	\$50	Int. of 30 p.c. 1900	\$70.
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 per cent. for 1899	\$11.75, sales
<b>COTTON MILLS.</b>					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Fr. 100	Fr. 100	34 p.c. for period ending 31/10/97	Fr. 321.
International Cotton Mfg. Co., Ltd.	10,000	Fr. 100	Fr. 100	3 p.c. on account '98	Fr. 35
Loan-lung-mow Cotton Spinning Co., Ltd.	8,000	Fr. 100	Fr. 100	4 p.c. on account '98	Fr. 35
Spin & Weave Co., Ltd.	2,000	Fr. 100	Fr. 100	4 p.c. for period ending 31/12/97	Fr. 37.5
Yahlong Cotton Spinning Co., Ltd.	7,500	Fr. 100	Fr. 100	None	Fr. 40
Hongkong Cotton Spinning Co., Ltd.	12,000	\$100	\$100	None	\$5, buyers
<b>MISCELLANEOUS.</b>					
Green Island Cement Co., Ltd.	60,000	\$20	\$20	10 p.c. for 1900	\$19, buyers
China Borneo Co., Ltd.	7,500	\$20	\$20	None	\$31.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Int. of 5 per cent. for 1900	\$151, ex div.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	Int. of 100 cents per share.	\$111, buyers
Hongkong and China Gas Co., Ltd.	7,000	\$10	\$10	10 p.c. for 1899	\$118, buyers
Hongkong Soap Mfg. Co., Ltd.	10,000	\$20	\$20	10 p.c. for 1899	\$170, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1899	\$20.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. of 2 p.c. on acct. 1900	\$178, sellers
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	30-11-99	\$190, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	\$6 1/2 per share	\$7, sales ex div.
Carmichael & Co., Ltd.	2,000	\$35	\$35	\$1 for 1899	\$8.
H.K. & China Bakery Co., Ltd.	2,000	\$35	\$35	15 per cent. for 1899	\$50, buyers
H.K. & China Bakery Co., Ltd.	1,200	\$10	\$10	10 p.c. for 1899	\$11.
H.K. & China Bakery Co., Ltd.	1,000	\$10	\$10	7 p.c. per share for 1899	\$4.
United Asbestos Oriental Agency, Limited	9,000 only.	\$10	\$10	\$23 1/2 for 1900	\$20.
Tobacco Planting Co., Ltd.	20,000	\$20	\$20	10 p.c. for period ending 31/12/99	\$37.5, sales & sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	Int. of 10 p.c. for 1899	\$104, sellers
Watkins, Limited	10,000	\$10	\$10	8 per cent. for 1899	\$51, buyers
Universal Trading Co., Ltd.	40,000	\$20	\$20	None	\$50.
<b>COAL MERCHANTS.</b>					
Alhambra, Limited	200	\$500	\$500	25 p.c. for year end 30/6/1900	\$1,500, buyers
La Commercial, Limited	250	\$500	\$500	Int. of 10 p.c. for 1899	\$1,000 ex div.
Hensinana, Limited	750	\$100	\$100	First year	\$100
La Favorita, Limited	130	\$500	\$500	First year	\$500.

VERNON &amp; SMYTH, BROKERS.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 2nd DECEMBER, P.M.

REGISTER, 2nd DECEMBER, P.M.						
STATION.	Hour.	Barometer, reduced to sea level and 32° Fahr.	Therm. temperature.	Humidity.	Wind, direction.	Force, in m.p.h.
Victorstock	2 p.	—	—	—	—	4
Tokyo	"	29.90	—	—	—	0
Kobe	"	30.07	—	—	SW	10
Nagasaki	"	30.23	—	—	N	0
Kagoshima	"	30.19	—	—	N	0
Tanaka	1 p.	30.10	—	—	N	0
Taipei	"	29.98	—	—	SW	2
Taiwan	"	30.00	—	—	SW	2
Koshun	"	30.02	—	—	SW	2
Pescadores	"	—	—	—	NW	5
Gutzwill	3 p.	30.23	55	68	NNE	3
Sharp Peak	"	30.14	53	72	N	3
Amoy	"	30.03	72	62	NNE	3
Sivatov	"	29.99	79	—	SW	1
Canton	"	30.01	68	60	—	2
Hongkong	4 p.	30.01	68	60	—	2
Victoria Peak	"	30.01	—	—	WSW	1
Gap Hook	"	30.01	—	—	N	1
Macao	"	30.01	72	—	ENE	1
Hainpang	1 p.	—	—	—	—	—
Alameda	4 p.	29.76	80	85	—	0
Manila	3 p.	—	—	—	E	0
Manila	"	—	—	—	—	0
Manila	"	29.75	54	—	—	0
Cebu	"	29.80	86	—	SW	0
C. S. James	"	—	—	—	—	—
3rd DECEMBER, A.M.						
Victorstock	7 a.	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—
Kobe	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Tanaka	6 a.	30.03	—	—	N	4
Taipei	"	29.97	—	—	—	0
Taiwan	"	29.96	—	—	N	4
Koshun	"	29.93	—	—	N	2
Pescadores	"	—	—	—	NE	8
Gutzwill	9 a.	30.22	51	80	NNE	5
Sharp Peak	"	30.07	62	74	SW	1
Amoy	"	30.02	67	74	SW	1
Sivatov	"	—	—	—	—	—
Canton	"	30.11	67	80	N	2
Hongkong	10 a.	30.08	71	60	N	1
Victoria Peak	"	30.07	—	—	N	1
Gap Hook	"	30.07	—	—	N	1
Macao	"	30.07	75	—	N	1
Hainpang	7 a.	—	—	—	—	—
Alameda	10 a.	29.34	86	71	SE	1
Manila	10 a.	—	—	—	SE	1
Manila	10 a.	—	—	—	—	—
Manila	"	29.32	82	—	—	1
Cebu	"	29.37	85	—	—	1
C. S. James	7 a.	—	—	—	NNW	—